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ANNEX 10

to the Commission Implementing Decision on the financing of the multiannual action plan in favour of Sub-Saharan Africa for 2023-2025

Action Document for Enhancing Maritime Security in Africa (“Safe Seas for Africa”)

MULTIANNUAL PLAN

This document constitutes the multiannual work programme within the meaning of Article 110(2) of the Financial Regulation, within the meaning of Article 23 of the NDICI-Global Europe Regulation.

1 SYNOPSIS

1.1 Action Summary Table

1. Title CRIS/OPSYS business reference Basic Act	Enhancing Maritime Security in Africa (“Safe Seas for Africa”) OPSYS number: ACT-61891 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
2. Team Europe Initiative	No
3. Zone benefiting from the action	The action shall be carried out in: East Africa, Southern Africa and Indian Ocean (broadly referred to as Western Indian Ocean) Gulf of Guinea (comprising all coastal countries from Senegal to Angola including Cape Verde and Sao Tome and Principe)
4. Programming document	Sub-Saharan Africa Multi-Annual Indicative Programme 2021-2027
5. Link with relevant MIP(s) objectives / expected results	Priority area 2 “Governance, Peace and Security, Culture”. <u>Result 2.3:</u> African law enforcement agencies, judiciary institutions and relevant non-state actors are capacitated and able to carry out their tasks to effectively prevent, repress, counter and prosecute transnational threats in full respect of fundamental values, human rights and international humanitarian law. <u>Result 2.4:</u> Maritime and port security and safety of navigation are improved in African maritime zones. <u>Result 2.6:</u> Harmonization, domestication and compliance of national legislations with regional/continental/international norms and standards are improved, and regional/multi-country dialogue, coordination and cooperation capacities to address common security threats are enhanced.

PRIORITY AREAS AND SECTOR INFORMATION				
6. Priority Area(s), sectors	Conflict, peace and security (152)			
7. Sustainable Development Goals (SDGs)	Main SDG (1 only): 16 – Peace, Justice and Strong Institutions Other significant SDGs (up to 9) and where appropriate, targets:			
8 a) DAC code(s)	1513010 – Fight against transnational organised crime – 40 % 15130 – legal and judicial development – 40 % 11430 – advanced technical and managerial training – 20%			
8 b) Main Delivery Channel	UNODC – 41128 Multilateral organisations - 40000 IMO - 41145			
9. Targets	<input type="checkbox"/> Migration <input type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input checked="" type="checkbox"/> Human Rights, Democracy and Governance			
10. Markers (from DAC form)	General policy objective @	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Principal objective
	Biological diversity @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Climate change adaptation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Internal markers and Tag:	Policy objectives	Not targeted	Significant objective	Principal objective
	Digitalisation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	digital connectivity digital governance digital entrepreneurship digital skills/literacy digital services	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
	Connectivity @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	digital connectivity energy transport health education and research	YES <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
	Migration @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Reduction of Inequalities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	BUDGET INFORMATION			
12. Amounts concerned	<p>Budget line(s) (article, item):</p> <p>14.020120: EUR 12 000 000</p> <p>14.020121: EUR 13 000 000</p> <p>14.020122: EUR 20 000 000</p> <p>Total estimated cost: EUR 45 000 000</p> <p>Total amount of EU budget contribution: EUR 45 000 000</p> <p>From the general budget of the European Union for year N, the contribution is for an amount of EUR 20 000 000 of which EUR 12 000 000 from 14.020120 and EUR 8 000 000 from 14.020121. From the general budget of the European Union for year N+1, the contribution is for an amount of EU 25 000 000, of which EUR 20 000 000 from 14.020122 and EUR 5 000 000 from 14.020121, subject to the availability of appropriations for the respective financial years following the adoption of the relevant annual budget, or as provided for in the system of provisional twelfths.</p>			
MANAGEMENT AND IMPLEMENTATION				
13. Type of financing	<p>Direct management through grants</p> <p>Indirect management with UNODC, IMO and another entrusted entity to be selected in accordance with the criteria set out in section 4.4.2</p>			

1.2 Summary of the Action

Over the last decade, illicit maritime activities have had a destabilising effect in the countries along the Gulf of Guinea (GoG) and the Western Indian Ocean (WIO), weakening local communities' resilience, states' institutions and economies and regions' stability. While maritime threats are varied, coastal countries in the WIO and GoG face similar challenges, among which piracy, armed robbery and illicit trafficking at sea, and illegal, unreported and unregulated (IUU) fishing. The groups behind some of these illicit activities have been exploiting jurisdictions and law enforcement gaps and weaknesses, as well as lack of coordination among actors involved in the fight against these threats, both at strategic and at operational level. This contributes to increasing the insecurity of the waters in the two regions and jeopardising sustainable development as well as rights of local communities.

This Action has the overall objective of contributing to enhancing maritime security and safety in Africa. The Action will address the causes of insecurity at sea and contribute to the overall coordination among actors involved in the fight against maritime criminality. This subject was identified in the Priority Area 2 (Democratic governance, peace and security, and culture), Specific Objective 2 (Peace and Security) of the Multi-Annual Indicative Programme for Sub-Saharan Africa 2021-2027. The Action is in line with SDG 16 - Peace, Justice and Strong Institutions and DAC Markers on maritime security and trafficking, legal and judicial development, advanced technical and managerial training, and governance.

In both regions, the Specific Objectives of the Action are: increasing the capacities and capabilities of national maritime law enforcement agencies to prevent, respond and investigate maritime crimes; building up the capacities of judicial bodies to prevent, repress, respond and adjudicate maritime crimes, enhancing legal finish; strengthening the capacities of the maritime security architectures in the two regions (the Yaoundé Architecture in the GoG and the Regional Maritime Security Architecture in the WIO); and, developing coordination and cooperation at intra-national/inter-agency and inter-regional level. The different outputs and activities of the Action are organised by geographical area.

To achieve the overall objective, an integrated approach will be applied, covering capacity building and mentoring, and promoting communication and coordination among national, international and regional partners. The Action will be carried out in complementarity with both EU and non-EU funded actions at national and regional level, including relevant Regional Economic Communities and other regional stakeholders.

2 RATIONALE

2.1 Context

This Action is expected to contribute to delivering on the EU policy priorities as set up in the updated EU Strategy for the Gulf of Guinea, the EU Maritime Security Strategy (EUMSS) and its Action Plan¹ and the Joint Communication on the EU Strategy for Cooperation in the Indo-Pacific (2021).² This Action is also expected to contribute to delivering on the Joint vision for 2030³ presented at the 2022 EU-AU Summit.

In line with the EU Strategic Compass for Security and Defence,⁴ and the above-mentioned policy documents, the Action invests on making the maritime routes safer and enhances the EU's global presence, ensuring respect for the international law of the sea and unfettered access to the high seas and sea lanes of communication. Ensuring the security and safety of African maritime routes becomes an even more relevant goal in the context of the 'Global Gateway', as these are necessary requirements for inter-regional, continental and global trade and socio-economic development to flourish. The Action is expected to complement at regional level the countries' MIPs by addressing the spill-over effect at sea of crime perpetrated on land, where the root causes of maritime insecurity reside. The Action is expected to facilitate the coordination among vessels participating in the Coordinated Maritime Presences (CMP) and coastal states (namely in the area of legal finish), both in the maritime area of interest (MAI) in the Gulf of Guinea and the one in the North-Western Indian Ocean.

¹https://oceans-and-fisheries.ec.europa.eu/system/files/2023-03/join-2023-8_en.pdf and https://oceans-and-fisheries.ec.europa.eu/system/files/2023-03/join-2023-8-annex_en.pdf

² https://www.eeas.europa.eu/sites/default/files/jointcommunication_2021_24_1_en.pdf

³ https://www.consilium.europa.eu/media/54412/final_declaration-en.pdf

⁴ <https://data.consilium.europa.eu/doc/document/ST-7371-2022-INIT/en/pdf>

Given the significant shared interests, the EU has also been committed to continue supporting and building on the achievements of the main existing continental and regional policy frameworks, as well as the successes and lessons learned from ongoing and passed EU-supported projects. At the continental level, the African Union's African Integrated Maritime Strategy (2050 AIM Strategy)⁵ and the African Charter on Maritime Security and Safety and Development in Africa (Lomé Charter, 2016)⁶ constitute the most relevant policy documents related to the policy-area.

In addition, different policy documents laying down the basis of regional maritime security architectures in the Western Indian Ocean (WIO) and the Gulf of Guinea (GoG) have also been developed in the last years. In the Western Indian Ocean, the 2009 Djibouti Code of Conduct (DCoC), and the 2017 "Jeddah Amendment",⁷ that broadened the scope of the Code to cover other forms of maritime crime beyond piracy and armed robbery, set forth the basic standards and requirements for maritime security cooperation in the region. These documents – and architecture – have been complemented and operationally enhanced by the regional agreements signed in the framework of the Maritime Security (MASE) programme, active since 2013, to increase the maritime security architecture in the region. Through MASE, the Regional Maritime Information Fusion Centre (RMIFC), based in Madagascar, and the Regional Coordination and Operation Centre (RCOC), based in Seychelles, were created. The Action will also capitalise on, enhance cooperation with, and support the ongoing programmes in the region, i.e. the Port Security and Safety of Navigation programme, the Red Sea Programme and the Critical Maritime Routes Indo-Pacific (CRIMARIO) project, including through the regular use of the Indo-Pacific Regional Information Sharing (IORIS) system. In the Western Indian Ocean, the EU has been heavily militarily engaged through EUNAVFOR Operation Atalanta, launched to support the striking increase of piracy attacks in the Gulf of Aden, with now an expanded mandate to combat drug trafficking and contribute to the arms embargo on Somalia, the illicit trade in charcoal and identify possible illegal, unreported and unregulated (IUU) fishing activities off the coast of Somalia.

In the Gulf of Guinea, the ECOWAS' Integrated Maritime Strategy (EIMS),⁸ the Strategy to Secure ECCAS' Gulf of Guinea Vital Interests at Seas and in Shared Continental Waters are the strategic documents developed by the two regional organisations. Along these two individual regional strategies, the 2013 Yaoundé Code of Conduct (YCoC)⁹ remains the most pertinent and encompassing policy document. The document established the so-called Yaoundé architecture, which is based on the national maritime operation centres (MOCs) and the establishment of five multinational maritime coordination centres (MMCCs in Cape Verde, Cote d'Ivoire, Ghana, Congo and Angola), the Regional Maritime Centre for West Africa (CRESMAO) based in Abidjan, Cote d'Ivoire, the Regional Maritime Centre for Central Africa (CRESMAC) based in Pointe Noire, Congo, and the Interregional Coordination Centre (ICC) based in Yaoundé, Cameroon. Through the two 11th European Development Fund (EDF) funded programmes SWAIMS (Support to West Africa Integrated Maritime Security) and PASSMAR (Programme d'Appui à la Stratégie de Sécurité Maritime), the EU has provided assistance in the areas of integrated maritime governance, policies, laws and law enforcement to strengthen the Yaoundé Architecture and support regional stakeholders to address maritime security challenges in the region. In addition to SWAIMS and PASSMAR, the EU also supports the Yaoundé Architecture through the Gulf of Guinea Inter-regional Network (GoGIN) programme and the establishment of the Yaoundé Architecture Regional Information Sharing (YARIS) platform which, along with the IORIS system, is mentioned in the updated EUMSS as important instrument to develop and improve MDA. To further enhance maritime security in the GoG, an Assistance Measure under the European Peace Facility (EPF) has been approved on 4 May 2022 (CM 2953/22) to support African-led maritime security and anti-piracy activities conducted by military actors in the GoG. The objective is to ultimately reduce

⁵<https://nairobi-convention.org/clearinghouse/sites/default/files/2050%20Africa%E2%80%99s%20Integrated%20Maritime%20%28AIM%29%20Strategy.pdf>

⁶https://au.int/sites/default/files/treaties/37286-treaty-african_charter_on_maritime_security.pdf

⁷<https://wwwcdn.imo.org/localresources/en/OurWork/Security/Documents/A2%20Revised%20Code%20Of%20Conduct%20Concerning%20The%20Repression%20Of%20Piracy%20Armed%20Robbery%20Against%20Ships%20Secretariat.pdf>

⁸<https://ecowas.int/wp-content/uploads/2022/08/EIMS-English-final.pdf>

⁹https://wwwcdn.imo.org/localresources/en/OurWork/Security/Documents/code_of_conduct%20signed%20from%20ECOWA%20site.pdf

the incidence, duration and intensity of violence and criminality, protect maritime vessels, coastal populations, and their livelihoods.

The Action will also take advantage on the work on cooperation and coordination carried out by the EU Senior Coordinator for Coordinated Maritime Presences. The Action will be implemented in close coordination with relevant global/trans-regional programmes and will take into consideration the work of programmes at national level, as well as bilateral initiatives promoted by EU Member States in both regions.

2.2 Problem Analysis

In the last decade, illicit maritime activities have had a destabilising effect in the countries along the GoG and the WIO, weakening local communities' resilience, states' institutions and economies and regions' stability. While maritime threats are varied, countries in the WIO and GoG face similar challenges, ranging from piracy and armed robbery, illicit trafficking, oil theft and bunkering, to illegal, unreported and unregulated (IUU) fishing, environmental pollution/degradation and human smuggling. The groups behind some of these illicit activities have been operating in an increasingly sophisticated manner, exploiting jurisdictions and law enforcement gaps and weaknesses. In many areas, they are also believed to be diversifying their sources of income by engaging in multiple, interlinked and transnational forms of crime, such as the trafficking of narcotics, human beings, weapons and wildlife, among others, jeopardizing sustainable development as well as rights of local communities. Evidence also suggests that in the WIO, the profits from these activities were also then used to finance terrorist and violent extremist groups present inland. While no evidence of such linkages has been found in the GoG, the spread of terrorists and armed groups from the Sahel to the northern borders of coastal states is a source of concern.

Component 1: Western Indian Ocean

For almost two decades, maritime security in the Western Indian Ocean was associated with fighting pirates off the coast of Somalia. However, this narrative has changed radically in the last five years, following the sharp decline of piracy off the Horn of Africa, mainly thanks to the cooperation of the Somali force with the international efforts (EUNAVFOR Operation Atalanta, NATO's Ocean Shield, etc.) to tackle the threat. Nevertheless, piracy has disappeared but has not been eradicated and maritime threats have evolved. Indeed, some of those people that used to be involved in piracy have redirected their activities towards other types of crimes at sea with damaging effects on the economies of the coastal state, as well as of partners operating in the region. There is a growing attention towards maritime smuggling activities and the unregulated dhow shipping traffic. Indeed, dhows often do not comply with the UN Convention on the Law of the Sea and other legal provisions, not having a designated flag State or complying with the safety regulations of the International Maritime Organization (IMO). Consequently, criminal networks often rely on dhow shipping to traffic narcotics, small arms, and other illicit goods across the region. The smuggling of narcotics from the Makran coast at the border between Pakistan and Iran to markets in Africa, Europe, and Asia is a major concern. This illegal trade has increased substantially in the past ten years as a result of political instability in Afghanistan, the world's largest producer of heroin. The lack of a legal framework to address maritime criminality at sea, heavily facilitates the increase of missed opportunities for apprehension and detention by law enforcement agencies and judiciary. Irregular migration is also a challenge increasingly reported in the Western Indian Ocean region, namely in connection to the French overseas territories of Mayotte and Reunion. For decades, people have been using small open vessels known as *kwassa-kwassa* to sail from the Comoros to the more prosperous French islands. Many of these movements take place without documentations and involve considerable risk to those attempting them. The political situation in some countries of the Western Indian Ocean continues to be volatile, especially in the Mozambique Channel. This has important implications for maritime security, with the risk that non-state violent groups and insurgents could use the maritime domain for criminal activities or that conflicts on land spill over to the sea and threaten vital shipping lanes. Finally, IUU fishing has long been a problem in the Western Indian Ocean and has been linked to the rise of piracy off Somalia's coast. Yet, reports suggest that the problem has become worse in recent years, mainly because of the high level of illegal Iranian fishing activity. Similarly, dangerous events like oil spills can have a deadly effect on aquatic life and marine birds as it contains highly toxic residual matter. In 2020, a Japanese vessel, MV Wakashio, hit a coral reef on the southern coast of Mauritius in the Indian Ocean and went aground. The disaster happened at a biodiversity hotspot home to 1,700 marine species.

Component 2: Gulf of Guinea

A wide range of maritime security threats are known to exist throughout the Gulf of Guinea. For several years, the Gulf of Guinea (and particularly the waters around the coast of Nigeria) has been the world's number one piracy hot spot with dozens of (international) seafarers kidnapped annually. However, since April 2021, the region has witnessed a significant downtrend in this pattern, which has continued into 2022. If before 2021, piracy attacks and cases of kidnap for ransom plagued the waters of Nigerian and neighbouring countries, today, oil bunkering, trafficking and smuggling of drugs, human beings, arms and wildlife are major challenges to tackle in the waters of the region. In the Niger Delta, oil bunkering entails less risk and significantly higher reward or profit, if compared to deep offshore piracy, subverting the economies of oil-producing countries in the region. Indeed, smugglers in Nigeria are incentivised by low fuel costs arising from ample production and price subsidies, which encourage traffickers to continue trading fuel illegally to countries like Benin, Ghana, Cameroon, and Togo. In addition, pollution caused by oil bunkering on land and at sea results in destructions of mangroves and fishing sites, therefore jeopardising local livelihoods. Because of the economic implications, illicit trade has become the costliest maritime crime in the Gulf of Guinea, also because of its role in undermining stability in the region. The region is a favourite layover point for transnational drug cartels trafficking cocaine from Latin America and heroin from Asia due to the GoG's relative proximity to South America, the porous nature of maritime borders, and the corruptibility of law enforcement personnel. As in the Western Indian Ocean, the absence of legal finish and the common practice of "catch and release" is not a deterrent for traffickers at sea. Moreover, the lack of adequate maritime enforcement across West and Central African countries is exploited by violent non-state actors, which have been engaging also in the trafficking of small arms and light weapons (SALW), fuelling communal conflicts, threatening national security and sustainable development of the region. Finally, the depletion of fisheries by IUU fishing and overfishing in the Gulf of Guinea presents some of the worst cases worldwide.

Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action:

At the national level, the key stakeholders of this Action should be, inter alia: law enforcement agencies and related judicial institutions, including forensic and investigative units, prosecutors and judges; coast-guards and other relevant authorities with coast-guard functions or competences on maritime security sectors (e.g. military forces); port and customs authorities, as well as relevant Ministries (e.g. Defence, Transport, Interior, Public Works and Infrastructures, Finance, Marine Affairs, Environment, Fisheries and Tourism).

At the regional level, in the Western Indian Ocean, the Indian Ocean Commission, (IOC) will be involved during consultation on the finalisation of the project design and it will be assigned the role of implementing partner of SO3. Along with the RCOC and RMIFC, the national information sharing centres will be key stakeholders of the action, benefitting from the regular use of existing information sharing platforms, including IORIS, for maritime coordination, inter-agency cooperation and maritime exercises. Particular attention will be given to the signatory countries of the MASE Agreements (France (Reunion), Seychelles, Mauritius, Kenya, Comoros, Djibouti). Vessels of the CMP and EUNAVFOR Operation Atalanta will also benefit of the action, as currently there is no legal finish that would enable them to apprehend and hand over criminals at sea. National law enforcement agencies including the coast guards, attorney generals and lawmakers as well as the judiciary are also key stakeholders in the trial and prosecution process of maritime crimes. As the programme also supports the DCoC, the signatory countries will benefit of a reinforced regional approach. The Intergovernmental Authority on Development (IGAD) and the Southern Africa Development Community (SADC) will also be important stakeholders.

In the Gulf of Guinea, ECOWAS, ECCAS and the Gulf of Guinea Commission (GGC) will be involved in the consultation on the finalisation of the project design and included in the governance structure of the programme. As for the Western Indian Ocean, EU MS vessels deployed under the umbrella of the CMP present in the region will also be indirect beneficiaries of the action. National actors involved in the criminal and judiciary chains are also key stakeholders. The centres of the Yaoundé Architecture at national, zonal and regional level, will be among the main stakeholders of the actions, benefitting from all the four objectives of the programme.

Additional stakeholders are EU Member States (including the CMP), non-EU states such as the US, as well as international organisations. Industry stakeholders and civil society organisations could also benefit from the actions. The Maritime Analysis and Operations Centre - Narcotics (MAOC-N), co-funded by the Internal Security

Fund of the European Union, and other EU-funded programmes and activities may also be of relevance given its role as a forum for multi-lateral cooperation to suppress illicit drug trafficking by sea and air.

3 DESCRIPTION OF THE ACTION

3.1 Objectives and Expected Outputs

The Overall Objective (Impact) of this action is to contribute to enhance maritime security and safety in Africa.

This Action will have two components divided according to the geographical area/maritime space namely:

- (1) East Africa, Southern Africa and Indian Ocean, broadly referred to as **Western Indian Ocean**
- (2) **Gulf of Guinea**, comprising all coastal countries from Cape Verde to Angola.

The Specific Objectives (Outcomes) of this Action, common to both components, are:

1. National maritime law enforcement agencies' capacities and capabilities are increased to prevent, respond and investigate piracy and other maritime crimes including drugs and arms trafficking.
2. Judicial bodies more efficiently prevent, repress, respond and adjudicate/trial maritime-based crimes and detention/correctional capacities are increased.
3. The capacities and capabilities of national and regional maritime security centres are strengthened.
4. Intra-national/inter-agency and inter-regional coordination and cooperation are developed.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives (Outcomes) are:

For component (1) Western Indian Ocean

Contributing to Specific Objective 1: national maritime law enforcement agencies' capacities and capabilities are increased to prevent, respond and investigate piracy and other maritime crimes including drugs and arms trafficking.

- 1.1 The investigation, detection and interdiction capacities of national maritime law enforcement agencies are enhanced.
- 1.2 The coordination and cooperation among national maritime law enforcement agencies is strengthened to guarantee multiagency approach at regional level.
- 1.3 The skill and knowledge of maritime professionals on international standard addressing piracy and crimes at sea is enhanced, paying particular attention to gender balance and human rights in the implementation of trainings.

Contributing to Specific Objective 2: judicial bodies more efficiently prevent, repress, respond and adjudicate/trial maritime-based crimes and detention/correctional capacities are increased.

- 2.1 The capacities of different actors involved in the criminal justice chain of piracy and other maritime crimes at sea are enhanced.
- 2.2 The domestic legal frameworks to investigate and conduct prosecutorial preparation and court proceedings are reinforced and harmonised.
- 2.3 The RCOC and RMIFC conduct their operations efficiently and equipped with the technical legal expertise.
- 2.4 The cooperation and coordination among partners and stakeholders on legal finish is enhanced.

Contributing to Specific Objective 3: the capacities and capabilities of national and regional maritime security centres are strengthened.

- 3.1 The Regional Maritime Security Architecture is reinforced and owned by the region.
- 3.2 The RMIFC in Madagascar and the RCOC in Seychelles are strengthened.
- 3.3 The operational cooperation between the Regional Maritime Security Architecture and external partners is increased.
- 3.4 The capacities of the national maritime information centres are strengthened.

Contributing to Specific Objective 4: intra-national/inter-agency and inter-regional coordination and cooperation are developed.

4.1 The dialogue among regional and inter-regional partners on common challenges and opportunities is increased.

4.2 National and regional maritime security governance, enabling inputs of international partners and naval forces to ensure effective regional response, is improved.

For component (2) Gulf of Guinea

Contributing to Specific Objective 1: national maritime law enforcement agencies' capacities and capabilities are increased to prevent, respond and investigate piracy and other maritime crimes including drugs and arms trafficking.

1.1 The investigation, detection and interdiction capacities of national maritime law enforcement agencies are enhanced.

1.2 The coordination and cooperation among national maritime law enforcement agencies is strengthened to guarantee multiagency approach with the use of existing MDA tools.

1.3 The skills and knowledge of maritime professionals on international standards addressing piracy and crimes at sea are enhanced, paying particular attention to gender balance and human rights in the implementation of trainings.

Contributing to Specific Objective 2: judicial bodies more efficiently prevent, repress, respond and adjudicate/trial maritime-based crimes and detention/correctional capacities are increased.

2.1 The capacities of different actors involved in the criminal justice chain of piracy and other maritime crimes at sea are enhanced.

2.2 The domestic legal frameworks to investigate and conduct prosecutorial preparation and court proceedings are reinforced and harmonised.

2.3 The cooperation and coordination among partners and stakeholders on legal finish is enhanced.

Contributing to Specific Objective 3: the capacities and capabilities of national and regional maritime security centres are strengthened.

3.1 The capacities of the maritime structures of the Yaoundé Architecture are reinforced.

3.2 The coordination among the maritime structures of the Yaoundé Architecture is strengthened.

Contributing to Specific Objective 4: intra-national/inter-agency and inter-regional coordination and cooperation are developed.

4.1 The dialogue among regional and inter-regional partners on common challenges and opportunities is increased.

3.2 Indicative Activities

For component (1) Western Indian Ocean

Activities related to Output 1.1 The investigation, detection and interdiction capacities of national maritime law enforcement agencies are enhanced.

1.1.1 Train and mentor on specialised investigation skills and forensics disciplines (case package) focusing on legal requirements at national level.

1.1.2 Organise practical trainings and regional workshops using Ship-in-a-box (SIAB)¹⁰ training platforms in the region and Visit, Board, Search and Seizure (VBSS) simulators.

1.1.3 Organise table-top exercises at national level for boarding officers, investigators, forensics technicians and prosecutors on evidence collection, identification, preservation and exploitation, chain of custody and chain of evidence.

¹⁰ Ship-in-a-box (SIAB) is a container that serves as a training facility established by the UNODC Global Maritime Crime Programme (GMPC). It is constructed within the Visit, Board, Search and Seizure (VBSS) training centres and usually within the national Navy Training Commands. It allows law enforcement professionals to train law enforcement activities otherwise as the costs of real law enforcement operations are high.

Activities related to Output 1.2 The coordination and cooperation among national maritime law enforcement agencies is strengthened to guarantee multiagency approach at regional level.

1.2.1 Establish maritime investigative units (MIU) at national level with specific maritime investigation skills for cases of piracy and maritime crimes relevant to the country.

1.2.2 Organise regional workshops for national MIUs with the inclusion of practical exercises using SIAB training platforms and VBSS simulators.

1.2.3 Use the RCOC and the RMIFC to conduct operational exercises at sea at multi-country and regional level through the use of existing MDA tools.

Activities related to Output 1.3 The skills and knowledge of maritime professionals on international standard addressing piracy and crimes at sea is enhanced, paying particular attention to gender balance and human rights in the implementation of trainings.

1.3.1 Organise regional workshops for maritime professionals on international standards for prosecution of maritime crime cases.

1.3.2 Training in international maritime law in identified Centres of Excellence in the region for law enforcement officials.

Activities related to Output 2.1 The capacities of different actors involved in the criminal justice chain of piracy and other maritime crimes at sea are enhanced.

2.1.1 Promote early engagement of prosecutors.

2.1.2 Follow-up on training and mentoring activities for prosecutors (namely on translation, legal aid, custody, and prosecution of crew members) on piracy and maritime crimes.

2.1.3 Train magistrates and judges to harmonise the analysis of evidence and the approach to adjudication.

2.1.4 Organise simulated trials to improve the entire criminal justice chain from detection to conviction.

2.1.5 Conduct gap assessments for fair and efficient trials and human rights compliant detention.

Activities related to Output 2.2 The domestic legal frameworks to investigate and conduct prosecutorial preparation and court proceedings are reinforced and harmonised.

2.2.1 Support the endorsement and put in practice the recommendations following legal assessments at country level, including those already conducted.

2.2.2 Facilitate sharing of information and expertise among regional states to standardise the approach to legal finish addressing legislative gaps and discrepancies among jurisdictions.

2.2.3 Develop MoUs for use of evidence, hand-over agreements and repatriation modalities between coastal states, including naval assets within CMP and EUNAVFOR Operation Atalanta

Activities related to Output 2.3 The RCOC and the RMIFC conduct their operations with the appropriate technical legal expertise.

2.3.1 Embed a legal advisor at RCOC to provide support during operations.

2.3.2 Prepare SOPs on each maritime crime for each country to assist the RCOC and RMIFC while engaging with suspicious vessels at sea.

2.3.3 Organise joint legal trainings for regional and national centres.

2.3.4 Support operational planning and post-seizure case package development for maritime interdiction operations.

Activities related to Output 2.4 The cooperation and coordination among partners and stakeholders on legal finish is enhanced.

2.4.1 Organise consultation between national law enforcement agencies and judiciary to practice real case information request/response scenarios at regional level.

2.4.2 Establish or enhance existing maritime prosecution units at national level.

Activities related to Output 3.1 The Regional Maritime Security Architecture is reinforced and owned by the region.

- 3.1.1 Continue, extend and enlarge the implementation of the MASE Agreements
- 3.1.2 Address medium to long term commitments to regional sustainability of the maritime security architecture
- 3.1.3 Increase the focus towards supporting the national institutional structures and centres, making use of expertise to foster ownership.

Activities related to Output 3.2 The RMIFC and the RCOC are strengthened.

- 3.2.1 Establish a comprehensive maritime picture making use of existing MDA tools.
- 3.2.2 Guarantee maintenance of the operation systems, network connections and IT enhancement to allow interfacing with other centres.
- 3.2.3 Train and mentor the staff of the centres to guarantee improvement of capabilities, including (but not exclusively) for liaison officers and watch-keepers.
- 3.2.4 Strengthen the human and material resources in the RCOC and RMIFC

Activities related to Output 3.3 The operational cooperation between the Regional Maritime Security Architecture and external partners is increased.

- 3.3.1 Strengthen operational cooperation with international IFCs, shipping industry, neighbour coastal states and other EU maritime security programmes to improve maritime domain awareness and avoid sea blindness.
- 3.3.2 Organise joint operational exercises (including with CMP and EUNAVFOR Operation Atalanta vessels) and assess operational status of maritime assets.

Activities related to Output 3.4 The capacities of national maritime information centres are strengthened.

- 3.4.1 Support the operationalisation of national maritime security committees.
- 3.4.2 Formalise the operational linkages between national maritime information centres and the regional maritime centres.
- 3.4.3 Support in the definition of maritime zones of interest

Activities related to Output 4.1 The dialogue among regional and inter-regional partners on common challenges and opportunities is improved.

- 4.1.1 Make use of existing regional mechanisms to foster connections and dialogues among national, regional and international partners.
- 4.1.2 Increase the level of implementation of the recommendations and outcomes of the DCoC High Level Dialogue and working groups.

Activities related to Output 4.2 Partnerships between national maritime centres and the RMIFC and RCOC is developed and operationalised.

- 4.2.1 Promote signature of MoUs between the national and the regional centres.
- 4.2.2 Development of SOPs for the national centres for collaboration with the regional centres.
- 4.2.3 Support the region to develop a mechanism to assess the impact and vulnerability criteria of threats to maritime security interest in the region.

For component (2) Gulf of Guinea

Activities related to Output 1.1 The investigation, detection and interdiction capacities of national maritime law enforcement agencies are enhanced.

- 1.1.1 Organise table-top exercises at national level for boarding officers, investigators, forensics technicians and prosecutors on evidence collection, identification, preservation and analysis, chain of custody and chain of evidence.
- 1.1.2 Support establishment and equipping of a Ship-in-a-Box (SIAB) training platform in Central Africa¹¹ to enable waterside boarding and vessel searching.
- 1.1.3 Revise and validate Vessels Boarding Search and Seizure (VBSS) training curricula.
- 1.1.4 Run regional VBSS trainings based on validated curriculum, including progressive train-the-trainer for regional ownership.

Activities related to Output 1.2 The coordination and cooperation among national maritime law enforcement agencies is strengthened to guarantee multiagency approach with the use of existing MDA tools.

1.2.1 Train and mentor law enforcement agents to boost analysis skills using available MDA tools.

1.2.2 Mentor to increase zonal operational cooperation and to facilitate joint exercises with MOCs and MMCCs

1.2.3 Establish maritime investigation units (MIUs) at national level.

Activities related to Output 1.3 The skills and knowledge of maritime professionals on international standards addressing piracy and crimes at sea are enhanced, paying particular attention to gender balance and human rights in the implementation of trainings.

1.3.1 Train successive cohorts of maritime professionals in multiple aspects of maritime security.

1.3.2 Feed into the ICC training information database.

Activities related to Output 2.1 The capacities of different actors involved in the criminal justice chain of piracy and other maritime crimes at sea are enhanced.

2.1.1 Establish maritime prosecution units at national level.

2.1.2 Train and mentor investigators and prosecutors on digital evidence.

2.1.3 Train and mentor maritime law enforcement agents on case package (analysis of information, leading to targeted interdictions, evidence collection, hand over, prosecution and trial).

2.1.4 Conduct simulation exercises on crime scene investigation at sea, maritime evidence collection and management and delivery of simulated trial.

Activities related to Output 2.2 The domestic legal frameworks to investigate and conduct prosecutorial preparation and court proceedings are reinforced and harmonised.

2.2.1 Support the legal reform on piracy and maritime criminality in coastal states and putting into practice recommendations following legal assessments already conducted at country level.

2.2.2 Provide technical expertise to develop bilateral/multilateral hand-over agreements in counter-piracy and maritime criminality in line with human rights standards.

2.2.3 Strengthen operational, judicial and correctional capacities of coastal states.

Activities related to Output 2.3 Cooperation and coordination among partners and stakeholders on legal finish is enhanced.

2.3.1 Support the development of MoUs for hand-over agreements between naval assets within CMP and coastal states in the region.

2.3.2 Address legislative gaps and discrepancies among jurisdictions

2.3.3 Support the development of bilateral/multilateral hand-over agreements (e.g. ECCAS supplementary act, cooperation agreement between ECOWAS-ECCAS, cooperation agreement between ECCAS and third party, bilateral hand-over agreement etc.) in counter-piracy and beyond

Activities related to Output 3.1 The capacities of the maritime structures of the Yaoundé Architecture are reinforced.

3.1.1 Continue supporting ICC, CRESMAC and CRESMAO in developing their capacities.

3.1.2 Embed operational expertise locally to provide knowledge support on rules, processes, agreements, and arrangements to the centres of the Yaoundé Architecture.

3.1.3 Provide support to developing and implementing the ICC Training and Education Plan.

3.1.4 Establish a capability matrix of maritime centres.

Activities related to Output 3.2 The coordination among the maritime structures of the Yaoundé Architecture is strengthened.

3.2.1 Organise mentor activities to increase zonal operational cooperation.

3.2.2 Strengthen cooperation with shipping industry and external partners.

3.2.3 Continue the support of the focal points network on maritime safety and security.

¹¹ In the Gulf of Guinea, UNODC has started establishing a VBSS training centres through a construction of a ship-in-a-box (SIAB) within the Navy Training Command of Ghana (for ECOWAS Zone E) and in Nigeria (for ECOWAS Zone F). Under SWAIMS, UNODC will establish an additional centre in Abidjan for the inter-zonal exercise for Zone E, F and G. There is a further need to establish VBSS centres in Central Africa to cover Zone A and Zone D countries.

Activities related to Output 4.1: The dialogue among and inter-regional and regional partners on common challenges and opportunities is increased.

4.1.1 Promote dialogue among the heads of institutions (ECOWAS, ECCAS and GGC) on maritime safety and security in the region.

4.1.2 Support the participation of non-state actors (including local communities) in the discussion on maritime safety and security in the region.

4.1.3 Promote cooperation between civil, non-state, and maritime law enforcement actors.

3.3 Mainstreaming

Environmental Protection & Climate Change

Outcomes of the SEA screening (relevant for budget support and strategic-level interventions)

The Strategic Environmental Assessment (SEA) screening concluded that no further action was required.

Outcomes of the EIA (Environmental Impact Assessment) screening (relevant for projects and/or specific interventions within a project)

The EIA (Environment Impact Assessment) screening classified the action as Category C (no need for further assessment).

Outcome of the CRA (Climate Risk Assessment) screening (relevant for projects and/or specific interventions within a project)

The Climate Risk Assessment (CRA) screening concluded that this action is or low risk (no need for further assessment).

Gender equality and empowerment of women and girls

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as G0. This implies that none of the specific objectives of the action address gender issues directly. However, the action will promote an increased participation and leadership of women in all activities proposed and gender disaggregated data will be integrated into the logical framework whenever appropriate.

Human Rights

A Human rights-based approach will be applied by the respect of the working principles (participation, non-discrimination, accountability, and transparency). Appropriate vetting of all trainers and participating institutions is necessary to assure that human rights standards are maintained. All assistance and training aspects will include precautionary measures to ensure that international human rights standards and norms are met.

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that disability-related issues are not a main objective in this action. However, the specific needs of disabled beneficiaries (including for access to the facilities supported by this project) will be duly assessed and addressed.

Reduction of inequalities

N/A

Democracy

N/A

Conflict sensitivity, peace and resilience

The Action will adopt a conflict sensitive approach by gaining a sound understanding of the two-way interaction between activities and context and acting to minimise negative impacts (do no harm) and maximise positive impacts of intervention. It aims at reinforcing legal capacities and law enforcement capabilities, interacting with

state and non-state actors, civil society at national and regional level and where possible with inclusion of local communities to reduce impunity and insecurity as a result of maritime related crimes creating a safe and secure environment.

Disaster Risk Reduction

N/A

Other considerations if relevant

Irregular migration is another dimension of the action and should be, in different ways, integrated to it. Indeed, some countries in the Western Indian Ocean are at the crossroads of important migration routes and there are substantial (and increasing) irregular migration flows from mainland Africa and Asia to Reunion and Mayotte which are both French territories. Human smuggling is also reported in the area between Gabon, Equatorial Guinea and Sao Tome and Principe. By strengthening maritime law enforcement capacities, this action should contribute in particular to tackle trafficking in human beings and smuggling related to irregular migration throughout the sub-regions.

3.4 Risks and Lessons Learnt

Category	Risks	Likelihood (High/ Medium/ Low)	Impact (High/ Medium/ Low)	Mitigating measures
External environment	State fragility and unstable political and security situation across the governments	Medium	High	Development of a safety and security plan for the action in order to guarantee the experts' security and alternative actions to secure the partial implementation of activities and safeguard the EU values represented by the action.
External environment	Lack of engagement from national/regional authorities	Medium	High	Engage in early dialogue with authorities in order to guarantee discussions on unclear issues
External environment	Limited capacities at national and regional level	High	Medium	Identify the level of capacity in target countries and adapt activities accordingly
External environment	Lack of timely political backing from the regions	High	Low	Ensure close connection between the implementation of the action and the political dialogue between the EU and the beneficiaries
Planning, processes and systems	Partners not able to establish presence in the two regions	Low	High	Thorough selection of implementing partners, ensuring that partners have previous knowledge and expertise on implementing activities in the two regions

Planning, processes and systems	Overlapping between activities implemented by different implementing agencies (both EU and non-EU funding)	High	Medium	Early identifications of overlapping activities and discussion with implementing agencies to guarantee coordination and synergies
People, organisation and systems	Dilution of capacity building efforts among a large number of countries/agencies and individual beneficiaries	High	High	Implementing partners to adopt a tailored-made approach to tackle specific needs of individual countries and beneficiary Institutions. Officials benefiting from capacity-building activities to be carefully identified and selected based on the required skillset in the different areas of expertise.
People, organisation and systems	Low participation of women in training activities	High	Low	Implementing partners to encourage women to take part into training activities

Lessons Learnt:

- Involvement of key stakeholders from the early stages of the programme and link with implementing partners.
- Ensure different intervention areas in each region are coordinated and exchange on a regular basis.
- Leadership by relevant EU Delegations is necessary, as well as proper coordination, including with EU Member States.
- Guarantee proper communication between implementing partners and relevant EU Delegations
- Greater coordination at national level to develop the multi-agency approach to address maritime crimes.
- Guarantee with implementing partners that the visibility of the programme as an EU-funded action is ensured.
- Establish strong M&E frameworks.
- Lessons learnt from previous programmes (MASE in the Western Indian Ocean, SWAIMS and PASSMAR in the Gulf of Guinea) will be integrated in the action design.
- Consider the shift in threats related to piracy towards other types of maritime crimes (including but not limited to drug trafficking, arms trafficking and oil bunkering).

3.5 The Intervention Logic

The underlying intervention logic for this action is that IF coordination at regional level is strengthened, IF the two regional maritime security architectures are reinforced and owned by the regions, IF the capacities of maritime law enforcement are increase in order to apprehend criminals committing crimes at sea, IF legal finish is achieved AND there is commitment at national and regional level, THEN the level of insecurity in African water will decrease, THUS improving economic, social and security development, along with the development of the blue economy in the two regions.

3.6 Logical Framework Matrix

This indicative logframe constitutes the basis for the monitoring, reporting and evaluation of the intervention.

On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest. New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

- At inception, the first progress report should include the complete logframe (e.g. including baselines/targets).
- Progress reports should provide an updated logframe with current values for each indicator.
- The final report should enclose the logframe with baseline and final values for each indicator.

The indicative logical framework matrix may evolve during the lifetime of the action depending on the different implementation modalities of this action.

The activities, the expected Outputs and related indicators, targets and baselines included in the logframe matrix may be updated during the implementation of the action, no amendment being required to the Financing Decision.

PROJECT MODALITY (3 levels of results / indicators / Source of Data / Assumptions - no activities)

Results	Results chain (@): Main expected results (maximum 10)	Indicators (@): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To contribute to enhance maritime security and safety in Africa	1. Number of maritime related incidents reported in the GoG 2. Level of maritime criminal cases tried in the GoG 3. Number of maritime related incidents addressed in the WIO 4. Level of maritime criminal cases tried in the WIO	1. TBD at inception 2. TBD at inception 3. 1034 in 2022 4. TBD at inception	1. TBD at inception 2. 80 % of existing ones 3. At least 20% less by 2028 4. 80% of existing ones	1. Annual IMB reports; UN Security council reports, ICC reports, MDAT-GoG 2. Prosecution and judgement declarations; Police reports 3. RMIFC/RCOC Reports, Annual IMB reports 4. Prosecution and judgement declarations, police reports	<i>Not applicable</i>

Outcome 1	National maritime law enforcement agencies' capacities and capabilities are increased to prevent, respond and investigate piracy and other maritime crimes including drugs and arms trafficking.	1.1 Number of coastal states with implemented integrated maritime strategies and policies in the GoG 1.2 Number of maritime law enforcement interventions at sea in the GoG 1.3 Number of legal finish framework on maritime crimes established in the WIO	1.1 TBD at inception 1.2 TBD at inception 1.3 0 in 2022	1.1 15 in 2027 1.2 TBD at inception 1.3 At least 3	1.1 GoG coastal states country reports ("action of the State at sea") 1.2 Event reports 1.3 UNODC Reports	All components required for end-to-end engagement are improved in the GoG Political ownership of countries is ensured in the WIO to develop legal finish on maritime crimes
Outcome 2	Judicial bodies more efficiently prevent, repress, respond and adjudicate/trial maritime-based crimes and detention/correctional capacities are increased.	2.1 Number of prosecutions and adjudications carried out related to maritime crime in the GoG 2.2 Number of signed of hand-over agreements in full compliance with fair and efficient trials and human rights compliant detention (legal finish) in the GoG 2.3 Number of prosecutions and adjudications carried out related to maritime crime in the WIO	2.1 TBD at inception 2.2 TBD at inception 2.3 1 in 2022	2.1 Legal proceedings are concluded in at least 50% of cases where perpetrators have been apprehended 2.2 50% of coastal states of the GoG in 2027 2.3 At least 10	2.1 Prosecution and judgement declarations; Police reports 2.2 Policy/legal documents/ signed MoU 2.3 UNODC reports	

Outcome 3	The capacities and capabilities of national and regional maritime security centres are strengthened	3.1 Number of vessels of interest identified in the GoG 3.2. Number of regular reporting on maritime threats in the GoG 3.3 Number of Vessels of Interest identified in the WIO 3.4 Frequency of reporting on the threats and maritime security in the WIO 3.5 Number of successful VBSS operations in the WIO	3.1 TBD at inception 3.2 TBD at inception 3.3 45 vessels in 2022 3.4 Weekly reporting 3.5 1 (2022)	3.1 TBD at inception 3.2 TBD at inception 3.3 At least 100 vessels by 2028 3.4 Daily reporting 3.5 At least 25 by 2028	3.1 Status report 3.2 Annual reports 3.3 Reports from RMIFC, RCOC and IOC 3.4 Reports from RMIFC, RCOC and IOC 3.5 Reports from RMIFC, RCOC and IOC	Commitment of coastal countries to comply with policies and strategies in the GoG
Outcome 4	Intra-national/inter-agency and inter-regional coordination and cooperation are developed	4.1 Number of meetings with participation of state and non-state actors in maritime safety and security at policy level in the GoG 4.2 Number of meetings related to maritime safety and security by heads of regional institutions in the GoG 4.3 Number of coordination and cooperation frameworks of DCoC and MASE regional maritime security architecture to avoid duplication/competitive structures in the WIO	4.1 TBD at inception 4.2 TBD at inception 4.3 0 in 2022	4.1 1 per year 4.2 1 per year 4.3 At least 5 by 2028	4.1 Meeting reports 4.2 Minutes of the meeting (including attendance list) 4.3 IMO reports and attendance list	
Outputs related to component (1) Western Indian Ocean						
Output 1 relating to Outcome 1	1. The investigation, detection and interdiction capacities of national maritime law enforcement agencies are enhanced	1.1.1 Number of national legal frameworks assessed on illicit activities and maritime crimes as identified in MASE Agreements including admissibility of evidence from one country to another	1.1.1 0 in 2022 1.1.2 0 in 2022 1.1.3 0 in 2022	1.1.1 7 in 2028 1.1.2 7 in 2028	UNODC reports UNODC reports	

		<p>1.1.2 Number of countries with legal provisions against illicit maritime activities in conformity with relevant international and regional conventions</p> <p>1.1.3 Number of mock trials on maritime criminal cases conducted following training on evidence collection, identification, preservation and exploitation</p> <p>1.1.4 Proportion of practical exercises organised using SIAB training platforms and VBSS simulators</p> <p>1.1.5 Number of cooperation frameworks established with relevant training institutions to dispense training on maritime investigations</p> <p>1.1.6 Number of successful law enforcement investigation conducted at sea</p> <p>1.1.7 Number of successful prosecutions against crimes at sea</p>	<p>1.1.4 0 in 2022</p> <p>1.1.5 0 in 2022</p> <p>1.1.6 0 in 2022</p> <p>1.1.7 0 in 2022</p>	<p>1.1.3 5 each year</p> <p>1.1.4 2 exercises per country each year</p> <p>1.1.5 7 by 2028</p> <p>1.1.6 2 per country each year</p> <p>1.1.7 2 per country each year</p>		
Output 2 relating to Outcome 1	2. The coordination and cooperation among national maritime law enforcement agencies is strengthened to guarantee multiagency approach at regional level	<p>1.2.1 Number of MIUs established at national level</p> <p>1.2.2 Number of countries with compatibility/ harmonised legal frameworks against maritime crimes</p> <p>1.2.3 Number of RCOC and RMIFC actions making use of MDA tools for inter-agency coordination</p>	<p>1.2.1 0 in 2022</p> <p>1.2.2 0 in 2022</p> <p>1.2.3 TBD at inception</p>	<p>1.2.1 10 in 2028</p> <p>1.2.2 7 by 2028</p> <p>1.2.3 TBD at inception</p>	<p>UNODC reports</p> <p>RCOC and RMIFC reports</p>	
Output 3 relating to Outcome 1	3. The skill and knowledge of maritime professionals on international standard addressing piracy and crimes at sea is enhanced, paying particular attention to gender balance and human rights in the implementation of trainings	<p>1.1.1 Number of maritime professionals successfully trained on international standards for prosecution disaggregated by sex</p>	<p>1.3.1 0 in 2022</p>	<p>1.3.1 30 in 2028</p>	<p>UNODC reports</p>	

Output 1 relating to Outcome 2	1. The capacities of different actors involved in the criminal justice chain of piracy and other maritime crimes at sea are enhanced	2.1.1 Number of successful trials on maritime criminality conducted 2.1.2 Number of protocols signed by coastal countries for harmonisation of evidence analysis 2.1.3 Number of gap assessments conducted for fair and efficient trial 2.1.4 Number of prosecutors successfully mentored disaggregated by sex 2.1.5 Number of agreements/MoUs signed for convicted criminals to be repatriated to their country of origin to complete their sentences.	2.1.1 0 in 2022 2.1.2 0 in 2022 2.1.3 0 in 2022 2.1.4 0 in 2022 2.1.5 0 in 2022	2.1.1 At least 2 per country each year 2.1.2 5 by 2028 2.1.3 25 by 2028 2.1.4 2 per country per year 2.1.5 10 in 2028	UNODC reports	
Output 2 relating to Outcome 2	2. The domestic legal frameworks to investigate and conduct prosecutorial preparation and court proceedings are reinforced and harmonised	2.2.1 Number of MoUs signed for the implementation of recommendations following legal assessments 2.2.2 Percentage of implementation of the recommendations 2.2.3 Number of MoUs signed among states to standardise approach to legal finish 2.2.4 Number of countries with ratified/transposed legal finish framework on maritime provisions under the two MASE Agreements	2.2.1 0 in 2022 2.2.2 0 in 2022 2.2.3 0 in 2022 2.2.4 0 in 2022	2.2.1 10 in 2028 2.2.2 50% by 2028 2.2.3 5 in 2028 2.2.4 5 in 2028	UNODC reports	
Output 3 relating to Outcome 2	3. The RCOC and RMIFC conduct their operations efficiently and equipped with the technical legal expertise	1.1.1 Number of SOPs signed between countries and RCOC and RMIFC on the engagement with suspicious vessels at sea 1.1.2 Percentage of RCOC and RMIFC actions in full compliance with international and regional conventions	2.3.1 0 in 2022 2.3.2 0 in 2022	2.3.1 5 in 2028 2.3.2 25% in 2028	UNODC reports IOC reports RCOC and RMIFC reports	
Output 4 relating to Outcome 2	4. The cooperation and coordination among partners and stakeholders on legal finish is enhanced	2.4.1 Number of consultations over real cases between law enforcement and judiciary 2.4.2 Number of national maritime prosecutor units established	2.4.1 0 in 2022 2.4.2 0 in 2022	2.4.1 At least 10 per country by 2028 2.4.2 5 in 2028	UNODC reports	

Output 1 relating to Outcome 3	1. The Regional Maritime Security Architecture is reinforced and owned by the region	3.1.1 Number of countries included in the MASE agreements 3.1.2 Status of the sustainability of the regional architecture 3.1.3 Number of operational cooperation frameworks developed and operationalised for maritime criminality	3.1.1 7 in 2022 3.1.2 5 % in 2022 3.1.3 1 in 2022	3.1.1 10 in 2028 3.1.2 50 % by 2028 3.1.3 by 2028	IOC reports	
Output 2 relating to Outcome 3	2. The RMIFC in Madagascar and the RCOC in Seychelles are strengthened	2.2.1 Presence of an established comprehensive maritime picture 2.2.2 Status of the Centre's equipment and material resources 2.2.3 Number of people successfully trained and certified to perform the tasks in the Centres disaggregated by sex 2.2.4 Number of operational networks established by the two MASE Regional Centres 2.2.5 Level of use of operational tools for collecting, analysing and disseminating maritime crimes and security related intelligence with countries/international partners for informed decision-making	3.1.1 Work in progress in 2022 3.1.2 Not operational in 2022 3.1.3 3 in 2022 3.1.4 0 in 2022 3.1.5 0 in 2022	3.2.1 completed in 2028 3.2.2 fully operational in 2028 3.2.3 25 by 2028 3.2.4 5 in 2028 3.2.5 5 in 2028	RMIFC and RCOC Reports	
Output 3 relating to Outcome 3	3. The operational cooperation between the Regional Maritime Security Architecture and external partners is increased	3.3.1 Number of agreements and MoUs signed with international partners to strengthen operational cooperation 3.3.2 Number of operational exercises at sea conducted with external partners 3.3.3 Number of operational exercises at sea conducted through the use of EU-funded information sharing tools 3.3.4 Number of activities conducted in coordination with other EU actions	3.3.1 5 in 2022 3.3.2 6 in 2022 3.3.3 4 in 2022 3.3.4 3 in 2022	3.3.1 10 in 2028 3.3.2 At least 10 per year by 2028 3.3.3 10 by 2028 3.3.4 10 by 2028	RCOC reports	
Output 4	4. The capacities of national maritime information centres are strengthened	3.4.1 Number of National Maritime Security Committee Operationalised 3.4.2 Number of National Maritime Information Fusion and/or Sharing	3.4.1 0 in 2022 3.4.2 5 in 2022	3.4.1 7 in 2028 3.4.2 9 in 2028	IOC , RMIFC and RCOC reports	

Relating to Outcome 3		Centres established, operational and linked to other centres 3.4.3 Number of countries that have defined the Maritime Zones of Interest	3.4.3 0 in 2022	3.4.3 5 in 2028		
Output 1 relating to Outcome 4	1. The dialogue among regional and inter-regional partners on common challenges and opportunities is increased	4.1.1 Number of events/working groups organised in coordination with the DCOC High Level Dialogue 4.1.2 Number of recommendations of the DCOC High Level Dialogue implemented by the signatory countries	4.1.1 2 in 2022 4.1.2 0 in 2022	4.1.1 10 by 2028 4.1.2 50% by 2028	IMO reports	
Output 2 relating to Outcome 4	2. Partnership between national maritime centres and the RMIFC and RCOC is developed and operationalised	4.2.1 Number of MoUs signed between national and regional centres 4.2.2 Number of SOPs agreed and implemented by national maritime centres with RMIFC and RCOC	4.2.1 6 in 2022 4.2.2 0 in 2022	4.2.1 12 in 2028 4.2.2 5 in 2028	IMO reports	
Outputs related to component (2) Gulf of Guinea						
Output 1 relating to Outcome 1	1. The investigation, detection and interdiction capacities of national maritime law enforcement agencies are enhanced	1.1.1 Number of VBSS training centres disaggregated by region 1.1.2 Status of domesticated VBSS curricula 1.1.3 Number of VBSS training conducted disaggregated by region 1.1.4 Number of persons trained disaggregated by nationality and sex	1.1.1 2 in 2023 1.1.2 TBD at inception 1.1.3 TBD at inception 1.1.4 TBD at inception (20% of women)	1.1.1 at least 4 in 2027 1.1.2 100% operational 1.1.3 at least 2/region/year 1.1.4 TBD at (20% of women)	1.1.1 Situation Report on establishment 1.1.2 Curricula 1.1.3 Training report 1.1.4 Training attendance list	Identification of localisation for VBSS and willingness of selected coastal states to enable the implementation of the ship in a box concept
Output 2 relating to Outcome 1	2. The coordination and cooperation among national maritime law enforcement agencies is strengthened to guarantee multiagency approach with the use of existing MDA tools	1.2.1 Number of MDA courses conducted at national level disaggregated by gender 1.2.2 Number of joint (MMCC) patrols conducted disaggregated by zone inter-zone 1.2.3 Status of conducted maritime investigation (training) activities	1.2.1 TBD at inception 1.2.2 TBD at inception 1.2.3 TBD at inception	1.2.1 at least 1/year 1.2.2 1/trimester/zone 1.2.3 at least 1/year	1.2.1 Training attendance list 1.2.2 Mission report 1.2.3 After action review report (including	The establishment of national maritime investigation units has been approved and being developed

		disaggregated by sex of participation			attendance list disaggregated by gender)	
Output 3 relating to Outcome 1	3. The skills and knowledge of maritime professionals on international standards addressing piracy and crimes at sea are enhanced, paying particular attention to gender balance and human rights in the implementation of trainings	1.3.1 Number of maritime safety and security courses (MSSC) conducted in ISMI disaggregated by language (FR/EN/PT) and by sex 1.3.2 Number of MSSC conducted in RMU disaggregated by language (FR/EN/PT) and by sex 1.3.3 Number of maritime event response trainings (MERT) conducted disaggregated by country and region	1.3.1 TBD at inception 1.3.2 TBD at inception 1.3.3 TBD at inception	1.3.1 At least 1 per year for 20 participants per session 1.3.2 At least 1 per year for 20 participants per session 1.3.3 At least 1 /year/region for 20 participants per session	1.3.1 ISMI annual training plan, attendance list 1.3.2 RMU annual training plan, attendance list 1.3.3 Training report (incl attendance list)	Optimal coordination between ICC and ISMI and RMU to provide slots in the annual training program
Output 1 relating to Outcome 2	1. The capacities of different actors involved in the criminal justice chain of piracy and other maritime crimes at sea are enhanced	2.1.1 Number of law enforcement personnel (disaggregated by sex) trained to handle piracy and maritime crime cases 2.1.2 Number of prosecutors and judges (disaggregated by sex) trained to judge on piracy and maritime crime cases 2.1.3 Number of request/response -based scenarios organised 2.1.4 Number of end-to-end training initiatives	2.1.1 TBD at inception 2.1.2 TBD at inception 2.1.3 TBD at inception 2.1.4 TBD at inception	2.1.1 2 workshops/ country/4years; at least 12 participants per workshop 2.1.2 2 workshops/ country/4years; at least 12 participants per workshop 2.1.3 1 per year per zone 2.1.4 1 per year per country	2.1.1 Training report (disaggregated by gender) 2.1.2 Training report (disaggregated by gender) 2.1.3 TBD 2.1.4 Report of conducted training	The establishment of national maritime prosecution units has been approved and being developed
Output 2 relating to Outcome 2	2. The domestic legal frameworks to investigate and conduct prosecutorial preparation and court proceedings are reinforced and harmonised	2.2.1 Status of gap assessment for fair and efficient trials 2.2.2 Number of countries in which new maritime crime legislation is drafted and submitted for approval 2.2.3 Extent to which law enforcement units are trained and equipped to use INTERPOL's secure I-24/7 system	2.2.1 0 at inception 2.2.2 TBD at inception 2.2.3 TBD at inception	2.2.1 gap assessment executed 2.2.2 at least 50 % of the GoG	2.2.1 Report on conducted gap assessment 2.2.2 Legislative documents 2.2.3 Training	Coastal States' willingness to cooperate on standardisation issues.

				2.2.3 TBD at inception	reports (disaggregated by gender)	
Output 3 relating to Outcome 2	3. The cooperation and coordination among partners and stakeholders on legal finish is enhanced	2.3.1 Status of developed bilateral hand-over agreements 2.3.2 Status of regional hand-over agreements (MoU) 2.3.3 Level of developed hand-over agreements with third parties 2.3.4 Status of established joint crime prevention and security committees between local coastal communities 2.3.5 Level of participation of CSOs and NSAs in regional/government policies related to maritime safety and security	2.3.1 TBD at inception 2.3.2 TBD at inception 2.3.3 TBD at inception 2.3.4 TBD at inception 2.3.5 TBD at inception	2.3.1 50% of coastal states 2.3.2 signed MoU 2.3.3 TBD at inception 2.3.4 increase with 25 % 2.3.5 CSOs and NSAs participation constitutes 25 % of attendance	2.3.1 Agreements promulgated 2.3.2 Validated MoU 2.3.3 Validated hand-over agreement 2.3.4 Status report 2.3.5 Minutes of conducted meetings leading up to policies	Political will at regional and national level to harmonise legislation
Output 1 relating to Outcome 3	1. The capacities of the maritime structures of the Yaoundé Architecture are reinforced	3.1.1 Status of developed SOPs and rules of engagement (RoE) used by maritime investigation and prosecution units 3.1.2 Status of developed and updated catalogue of SOPs and RoE 3.1.3 Percentage of foreseen trained personnel present in YA maritime structures compared to existing 3.1.4 Status of IT and communication equipment (including internet connection) In YA maritime structures 3.1.5 Level of knowledge (trained) on the use of IT and communication equipment in YA maritime structures	3.1.1 TBD at inception 3.1.2 None 3.1.3 TBD at inception 3.1.4 TBD at inception 3.1.5 TBD at inception	3.1.1 50 % of coastal states have and use developed SOPs and RoEs 3.1.2 50 % of catalogue updated 3.1.3 70 % in all YA maritime structures 3.1.4 100 % in all YA maritime structures 3.1.5 TBD at inception	3.1.1 Manual of procedures 3.1.2 Index of reviewed catalogue 3.1.3 List of personnel present (disaggregated by country/Sex) 3.1.4 Inventory status report 3.1.5 Training attendance lists	Feedback collected through real case studies and commitment of coastal states to honor engagements

Output 2 relating to Outcome 3	2. The coordination among the maritime structures of the Yaoundé Architecture is strengthened	3.2.1 Number of sensitization missions MMCC –MOCs 3.2.2 Number of coordination meetings (MMCC, CRESM, ICC) 3.2.3 Status of comprehensive data base with capability matrix and training information	3.2.1 0 at inception 3.2.2 TBD at inception 3.2.3 TBD at inception	3.2.1 1/year 3.2.2 At least 1/year 3.2.3 75 % of database developed	3.2.1 Reports of conducted sensitisation missions 3.2.2 Minutes of meeting (incl attendance list) 3.2.3 ICC database	Transparency and willingness of national /regional authorities and regular use of interregional MDA platforms
Output 1 relating to Outcome 4	1. The dialogue among regional and inter-regional partners on common challenges and opportunities is increased	4.1.1 Status of national/regional/multi-country networks and dialogues newly established or functionally enhanced 4.1.2 Number of regional expert group meetings 4.1.3 Status of annual meetings on maritime safety and security in the GoG of heads of institutions of regional organisations	4.1.1 TBD at inception 4.1.2 0 at inception 4.1.3 0 at inception	4.1.1 TBD at inception 4.1.2 at least 2/year 4.1.3 100 % attendance of high responsables	4.1.1 Minutes of workshops conducted 4.1.2 Minutes of meetings (incl attendance list) 4.1.3 Minutes of the meeting (incl attendance list)	Willingness of partners (national, zonal, regional and interregional levels + civil society organizations) to relaunch and improve dialogue among themselves

4 IMPLEMENTATION ARRANGEMENTS

4.1 Financing Agreement

In order to implement this action, it is not envisaged to conclude financing agreements in neither regions.

4.2 Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 60 months from the date of adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

4.3 Implementation of the Budget Support Component

Not applicable

4.4 Implementation Modalities

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures.¹²

4.4.1 Direct Management (grant)

(a) Purpose of the grant(s)

The grant will contribute to achieve Specific Objective 3 "The capacities and capabilities of national and regional maritime security centres are strengthened" related to Component (1) Western Indian Ocean

(b) Justification of a direct grant

Under the responsibility of the Commission's authorising officer responsible, the grant will be awarded without a call for proposal to the Indian Ocean Commission (IOC). Under the responsibility of the Commission's authorising officer responsible, the recourse to an award of a grant without a call for proposals to the IOC is justified because the IOC has a high degree of administrative power in relation to this specific objective, as it is the only organisation providing administrative management and technical support to the two regional maritime information sharing centres in the Western Indian Ocean. In addition, IOC has over the years, under the MASE programme, acquired a high degree of specialisation in the field targeted by the Action, through the setup of the RCOC and RMIFC in the region. IOC has developed the necessary technical characteristics and a pre-eminent reputation within the region in the field of the Action. These factual circumstances justify the direct award of the grant to the IOC in line with Financial Regulation Art. 195(f). Moreover, the IOC has developed strong administrative and political connections with both Anglophone and Francophone countries in the region and can work in partnership with the EU to guarantee regional ownership and sustainability of the Action.

¹² www.sanctionsmap.eu. Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.

4.4.2 Indirect management with an entrusted entity

4.4.2.1 A part of this action (Specific Objectives 1 and 2 related to Component (1) Western Indian Ocean and Component (2) Gulf of Guinea) may be implemented in indirect management with the United Nations Office on Drugs and Crime (UNODC), which has been selected by the Commission's services using the following criteria:

- It has the operational and financial capacities to implement the Action. It has staff already in place and the capacity to recruit relevant expertise from any location within the Action areas and offices in the GoG and WIO.
- It has technical expertise on the development and implementation of capacity building activities benefitting law enforcement agencies and judicial bodies in the regions targeted by the Action.
- It is a transparent and neutral actor well perceived by national and regional stakeholders in the GoG and WIO.

Wherever possible, UNODC will work with identified centres of excellence in the two regions (e.g. ARSTM/ISMI and RMU in the Gulf of Guinea) and specialised EU Member State agencies (e.g. Italian Coast Guard, etc.).

4.4.2.2 A part of this action (Specific Objective 3 related to Component (2) Gulf of Guinea) may be implemented in indirect management with an entity, which will be selected by the Commission's services using the following criteria

- Operational and financial capacity: the entity must have institutional and administrative structures and a recognised financial capacity for similar actions;
- Ability to bring an added value to the action: presence in the targeted territories, previous experience in implementing EU funding;
- The entity's experience and expertise on supporting the maritime security architecture in the Gulf of Guinea;

4.4.2.3 A part of this action (Specific Objective 4 related to Component (1) Western Indian Ocean and Component (2) Gulf of Guinea) may be implemented in indirect management with the International Maritime Organisation (IMO), which has been selected by the Commission's services using the following criteria:

- It has the operational and financial capacities to implement the Action. It has staff already in place and the capacity to recruit relevant expertise from any location within the Action areas and offices in the GoG and WIO.
- It is a transparent and neutral actor well perceived by national and regional stakeholders in the GoG and WIO.

In case the envisaged entity/ies would need to be replaced, the Commission's services may select a replacement entity using the same criteria. If the entity is replaced, the decision to replace it needs to be justified.

4.5 Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply subject to the following provisions.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other duly substantiated cases where application of the eligibility rules would make the realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

4.6 Indicative Budget

Indicative Budget components	EU contribution Total (amount in EUR)	EU contribution Year N (amount in EUR)	EU contribution Year N+1 (amount in EUR)
For component (1) Western Indian Ocean			
Specific Objective 1 and 2			
Indirect Management with UNODC – cf section 4.4.2	8 700 000		8 700 000
Specific Objective 3			
Grant with IOC - cf section 4.4.1	15 300 000		15 300 000
Specific Objective 4			
Indirect Management with IMO - cf section 4.4.2.3	1 000 000		1 000 000
For component (2) Gulf of Guinea			
Specific Objective 1 and 2			
Indirect Management with UNODC – cf section 4.4.2.1	15 000 000	15 000 000	
Specific Objective 3			
Indirect Management with an entrusted entity – cf section 4.4.2.2	3 000 000	3 000 000	
Specific Objective 4			
Indirect Management with IMO – cf section 4.4.2.3	2 000 000	2 000 000	
Total for Component 2	20 000 000	20 000 000	
Grants – total envelope under section 4.4.1	15 300 000	N.A.	
Evaluation – cf. section 5.2 Audit – cf. section 5.3	Will be covered by another decision		
Totals	45 000 000	20 000 000	25 000 000

4.7 Organisational Set-up and Responsibilities

<p>For component (1) Western Indian Ocean</p> <p><u>Steering Committee</u></p> <p>A Steering Committee specific for the Western Indian Ocean will be set up to be responsible for reviewing the overall policy and strategic directions of the programme for this region, monitoring the overall performance and coherence between the different components, as well as ensuring the coordination with regional organisations of the region.</p> <p>The Steering Committee will meet at least twice annually and it will be co-chaired by the EU (permanent co-chair) that can be represented by the EU Delegation to Mauritius and Seychelles that has the overall responsibility to manage this component of the programme and a partner country (on a rotational basis) and it will consist of representatives of all implementing partners and representatives of participating countries. The final composition</p>

of the SC will be confirmed once the programme is operational. The first Steering Committee meeting will endorse the updated version of the log-frame.

The IOC will act a Secretariat of the Steering Committee as this will entail preparation of Agenda, discussion papers, progress reports and organisation of logistic arrangements.

Technical Committee

A Technical Committee will be set-up for elaborating technical positions in preparation of the Steering Committee and will be responsible for supervising the programme implementation and reporting on a quarterly basis. The Technical Committee will consist of IOC, UNODC, IMO and, on occasion, representatives of the EU Delegation to Mauritius and Seychelles. The meeting will be chaired by the EU Delegation to Mauritius and Seychelles.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action and may sign or enter into joint declarations or statements, for the purpose of enhancing the visibility of the EU and its contribution to this action and ensuring effective coordination.

For component (2) Gulf of Guinea

Steering Committee

The Steering Committee will consist of EU, RECs and could include their member states. The meeting will give the overall direction to the programme. Safe Seas GoG will meet on regular 6-month basis. As SC chairs, EU and RECs will decide on case-by-case basis who the invitation to the SC should be extended to.

Technical Committee

The Technical Committee will be dedicated to the discussions on the entire programme. It will include EU, RECs and implementing partners. EU will decide on case-by-case basis who the invitation to the Technical Committee should be extended to. The meeting will be chaired by the EU Delegation to Nigeria and ECOWAS and ECCAS.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action.

5 PERFORMANCE MEASUREMENT

5.1 Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) and the partner's strategy, policy or reform action plan list (for budget support).

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring:

The Action shall ensure a systematic M&E system covering the action. The development of such an M&E system shall be done in close association with the EUDs. Yearly M&E sessions shall be set up at the level of the project, including the institutional beneficiaries' representatives, and regular M&E documentation shall be provided by the implementing partner (bi-annually or quarterly) to ensure a comprehensive follow-up and assessment.

The identification of the baselines and the collection of data shall be the responsibility of the implementing partner while the overall M&E indicators follow-up shall be done by the EUDs, with dedicated funds and staff, working closely with the M&E staff from the implementer.

Monitoring and evaluation will assess gender equality results, an impact on rights of groups living in the most vulnerable situations and the implementation of the rights based approach working principles (applying all human rights for all; meaningful and inclusive participation and access to decision-making; non-discrimination and equality; accountability and rule of law for all; and transparency and access to information supported by disaggregated data). Monitoring and evaluation will be based on indicators that are disaggregated by sex, age, disability when applicable.

5.2 Evaluation

Having regard to the importance of the action, a midterm and/or final evaluation will be carried out for this intervention or its components via independent consultants contracted by the Commission. The focus will be on problem solving, corrective measures, accountability and learning purposes at various levels (including for policy revision).

The Commission shall inform the implementing partner(s) at least three months in advance of the dates envisaged for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports shall be shared with the partner country and other key stakeholders following the best practice of evaluation dissemination¹³. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, in agreement with the partner country, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the project.

The action will ensure gender and human rights expertise during all evaluation missions. The financing of the evaluation may be covered by another measure constituting a Financing Decision.

5.3 Audit and Verifications

Given the nature of the action, provision for Audit and Verifications for this action or its components is not necessary.

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

6 STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

In line with the 2022 “[Communicating and Raising EU Visibility: Guidance for External Actions](#)”, it will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union’s support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

¹³ See best [practice of evaluation dissemination](#)

However, action documents for specific sector programmes are in principle no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

Appendix 1 REPORTING IN OPSYS

A Primary Intervention (project/programme) is a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Identifying the level of the primary intervention will allow for:

Articulating Actions or Contracts according to an expected chain of results and therefore allowing them to ensure efficient monitoring and reporting of performance;

Differentiating these Actions or Contracts from those that do not produce direct reportable development results, defined as support entities (i.e. audits, evaluations);

Having a complete and exhaustive mapping of all results-bearing Actions and Contracts.

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).

The level of the Primary Intervention chosen can be modified (directly in OPSYS) and the modification does not constitute an amendment of the action document.

The intervention level for the present Action identifies as (tick one of the 4 following options);

Contract level		
<input checked="" type="checkbox"/>	Single Contract 1	Indicatively: Contribution agreement with UNODC (EUR 8 700 000) to strengthen the capacities and coordination among national law enforcement agencies as well as guarantee legal finish on maritime crimes in the Western Indian Ocean (Western Indian Ocean component)
<input checked="" type="checkbox"/>	Single Contract 2	Indicatively: Grant to IOC (EUR 15 300 000) to strengthen the capacities of the national information sharing and the RCOC and RMIFC in the Western Indian Ocean (Western Indian Ocean component)
<input checked="" type="checkbox"/>	Single Contract 3	Indicatively: Contribution agreement with IMO (EUR 1 000 000) to develop intra-national/inter-agency and inter-regional coordination and cooperation in the framework of the Regional Maritime Security Architecture (Western Indian Ocean component)
<input checked="" type="checkbox"/>	Single Contract 4	Indicatively: Contribution agreement with UNODC (EUR 15 000 000) to strengthen the capacities and coordination among national law enforcement agencies as well as guarantee legal finish on maritime crimes In the Gulf of Guinea (Gulf of Guinea component)
<input checked="" type="checkbox"/>	Single Contract 5	Indicatively: Contribution agreement with a pillar assessed entity (EUR 3 000 000) to strengthen maritime security information sharing structures of the Yaoundé Architecture (Gulf of Guinea component)
<input checked="" type="checkbox"/>	Single Contract 6	Indicatively: Contribution agreement with IMO (EUR 2 000 000) to develop intra-national/inter-agency and inter-regional coordination and cooperation in the framework of the Yaoundé Architecture (Gulf of Guinea component)